

CLASSIFICATION SECRET/CONTROL - U.S. OFFICCOUNTRY East Germany REPORTTOPIC Wolfsbehringen Airfield 25X1EVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED 10 January 1955

REFERENCES

PAGES 25 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto with legend

REMARKS

This is UNEVALUATED Information

1. The Wolfsbehringen airfield construction project was still designated 25X1
Object In connection with other agencies not belonging to the
Bauunion Sued the designation "Zoennchen Construction Site" was used.
2. Construction Site and Runway. Work was completed on the runway construction
site. No more construction work was to be done on the runway in 1954. As
previously reported it had been planned to concrete at first about 400 25X1
meters of the runway, later this project was reduced to 200 meters and
finally it was dropped completely for the current year. This was primarily
a result of the delay in the construction of the railroad connection
handicapping the activities at the field which, therefore, had to be
continued during the frost period. Secondarily the construction of the
runway was hampered by the soil at the field, a resilient clay marl which
was not very porous. Due to these it became necessary that new calculations
for the gravel layer be made. Originally a 20 cm gravel layer had been planned,
but since the soil held the water so long, a 30 cm gravel layer had to be
used to prevent the formation of an ice layer. A 30 cm gravel insulation
will thus be sufficient even during the heavy rainfalls which repeatedly
occur in this area.
3. Concrete road. In order to speed up the construction activities at the field,
a concrete road 400 m long and 20 cm thick was built. It was further planned
that the connecting forest road branching off from the aforementioned road to
the Wolfsbehringen - Haina road and this road itself, be concreted to as far
as 10 the Haina - Gross-Behringen road, It was not yet decided
who would expenses. 25X1
concrete was indispensable because the section of the field
near the roads would be inundated after heavy rainfalls. Source furnished a
sketch of the location of the concrete road leading to the construction
site.
4. Drainage. A total of 4,000 meters of drainage pipes had been laid on the left
and right sides of the runway. One hundred Type 10 were laid in a
gravel bedding. By order of the Soviet construction , however,
the pipes had to be removed and were
way to drain the runway toward the of the ship incline
the drainage facilities were to be steps. However, the
utilization of dredgers was very difficult.

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1

-2-

5. Taxiways. Prior to 27 November, roots were removed from the area for the northern taxiway. Construction work on the taxiway was to be done in 1955. A southern taxiway was also planned to be built, but plans were finally cancelled for lack of funds.
6. Cantonment. [] a layout sketch of the housing area of the [] construction staff and workers. 25X1
7. Rail Construction. The railroad line has been in operation since October 1954. The construction expenses of the line leading as far as Friedrichswerth railroad station were paid by the Reichsbahn. There was also passenger traffic up to this railroad station. It was unknown who would meet [] expenses for the remaining stretch which terminated in 3 tracks at [] only for the transportation of materials. During the period of observation [] second tamping was being done. The place of work was approximately in [] with Bruehheim.
8. Narrow-Gauge Railway. Work was completed on the narrow-gauge field railway leading to the runway, to the cement storage sheds and to the concrete mixing plant. There were enough locomotives and tippers available.
9. Arrival of Construction Material. Construction material arrived in sufficient quantities and there were adequate stocks of material available. During the preceding weeks, material accumulated and was not used during the scheduled period. The work force at the site amounted to about 800 men including about 150 who were of little use for construction work. It was very difficult to retain the workers at the field because most of them had lived apart from their families for years.
10. Preparation for Winter Work. Preparations were under way to continue work during the winter months. Snow fences were set up and mats were ordered to facilitate concreting work on days when the weather would drop a few centigrades below zero. The expenses were paid from a winter construction fund which amounted to 300,000 eastmarks.
11. SSD Troops: A state security detail of 2 to 4 men was permanently stationed at the construction site. This detail was equipped with a sedan and a motorcycle.

[] Comment. For location sketch of concrete road north of runway and leading to Haina, see Annex 1. The scheduled runway and taxiway were entered on the sketch on the basis of available information. For layout sketch of housing area and course of last portion of spur track, see Annex 2.

25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

- 3 -

Legend



25X1

Housing Area and Spur Track Near Wolfsbehringen Airfield

- 1 Building housing construction staff, dispensary and medical personnel; buildings belongs to the Bauunion Sued
- 2 Cantonment consisting of 10 barracks, will remained there after completion of construction work
- 3 Cooperative store
- 4 Building housing bathrooms and showers
- 5 Kitchen
- 6 Messhall
- 7 Culture room
- 8 Garage
- 9 Yard storing construction material
- 10 Solid compartment storing cement



25X1

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

Housing Area and Spur Track Near Wolfsbehringen Airfield

Annex 2

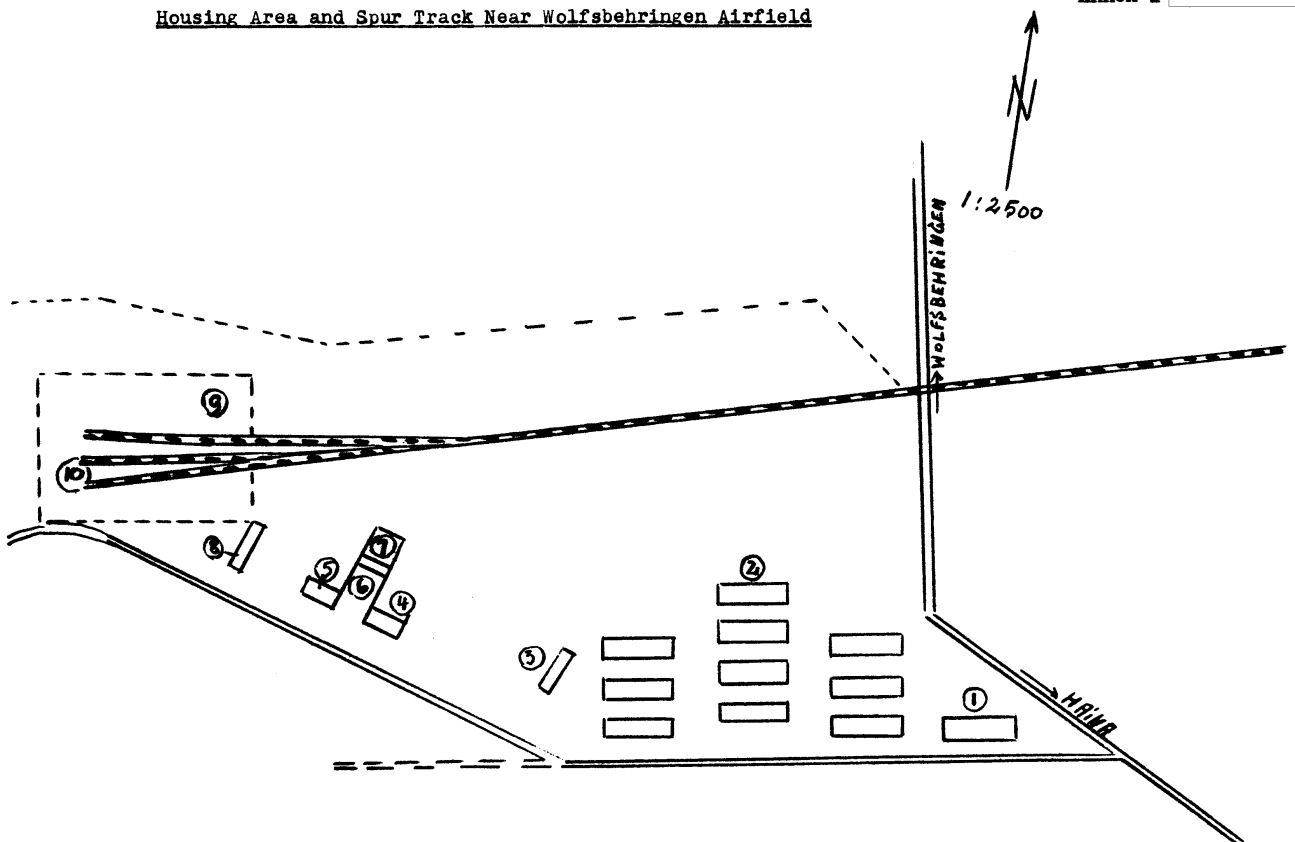
25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

-- 4 --



For legend, see next page.

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 5 -

Annex 1

25X1

Location Sketch of Concrete Road North of Runway
at Wolfsbehringen Airfield

